









DEPRESSION IN THE PACIFIC.

The following was issued by the Hong-kong Observatory:—  
On the 30th at 11.20 a.m.—The depression seems to be almost stationary at present. Forecast:—Barometer steady; moderate or fresh N. winds; unsettled, equally.

THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon. The Hon. F. A. Cooper, Director of Public Works (President), occupied the chair. There were also present:—Dr. J. M. Atkinson (Acting Colonial Surgeon), Surgeon-Major Westcott (Health Officer), Captain W. C. H. Hastings (Acting Captain Superintendent of Police), Mr. N. J. Ede, and Mr. Hugh McCallum (Secretary).

CHOLERA AT PAKHOI.

The British Consul at Pakhoi, in a letter to the Colonial Secretary dated the 17th August, reported an outbreak of cholera at Pakhoi. It was impossible to say when it first appeared, some accounts saying twenty days and some five or six days before the outbreak. Up to the time the letter was despatched, twenty deaths were said to have occurred. The Medical Officer at the Missionary Hospital informed the Consul that the outbreak did not seem serious and that it was apparently on the decline.

THE COLONY'S FOOD SUPPLY.

The following letter was addressed to the Colonial Secretary by the Acting Health Officer, and had been circulated:—  
"Sir,—I have the honour to report on the importation of meat into the colony, the conditions of which are unsatisfactory. It appears from reports by the Colonial Veterinary Surgeon (3rd August, 1894, 21st August, 1894, 10th September, 1894) that a considerable amount of meat is imported into the colony which finds its way into the markets, where it is exposed for sale without previous inspection. When we consider the care which is taken in the inspection of live cattle previous to slaughter, and the magnificent system of depots, slaughter houses, and markets which have recently been inaugurated for the protection of the public from an inferior or diseased supply, it is certainly somewhat anomalous that this other and undesirable system should be allowed to continue. There are three by-laws under Ordinance 17 of 1887 which deal with this matter, viz. 14, 15, and 16, all of which seem never to be enforced, and it does not seem possible to enforce them as long as meat is allowed to be landed at any spot on the island considered convenient by the importers, for the Inspectors cannot be watching every landing place for the arrival of carcasses, or be perpetually present at the markets to receive the goods which are to be placed from which their meat was imported, and I am led to believe that no means exist of differentiating carcasses which have come from the Government slaughter houses from those which have been imported from the mainland, as the cattle are merely branded on the left shoulder, and no mark is put on the meat previous to its despatch to the markets. Another matter which requires to be dealt with, is the disposal of cattle rejected by the Inspectors as unfit for slaughter. A strong suspicion exists that many of them are simply re-slaughtered after a short distance, and brought to the markets. The obvious remedy for these defects is to prohibit the introduction into the markets of any meat which does not bear the qualifying mark of an Inspector, as provided for in by-law 14, but the enforcement of this would necessitate the landing of all meat at a given place at fixed hours, or its detention at some inspection station. The most effective system, however, would be the prohibition of importation of meat from Kwangtung province, whence I understand nearly the whole amount of imported meat is derived. In the case of cattle previous to slaughter, as at present in force, and also to mark the meat before its despatch from the slaughter houses, in order to prevent the reintroduction of rejected cattle surreptitiously slaughtered."  
By-law 14.—No flesh meat other than that which has been slaughtered in the slaughter houses of the colony shall be exposed for sale in any market till it has been inspected by an Inspector of Markets and marked by him as being fit for human food.  
The following minutes were appended:—  
Mr. Ede.—It is if by-law 14, of Ordinance 17 of 1887 is not enforced, and all meat slaughtered in the colony be also marked before sale it would ensure protection to all those who care to protect themselves by only buying meat in the regulated markets.  
Surgeon-Major Westcott.—It is impossible to estimate the quantity of meat imported, but it is probably not great, and the object of its importation can only be the disposal of cattle which the owners expect will not qualify for slaughter. It will be very difficult to properly enforce by-law 14, and still more difficult to reject inferior or diseased meat as unfit for human food. I therefore strongly recommend the adoption of the second method suggested.  
Dr. Louson.—I should like to see the reports of the Colonial Veterinary Surgeon referred to; if by-law 14 is carried out it is all that is required.  
Capt. Hastings.—Carry out by-law 14.  
The Chairman moved: "That in the opinion of the Board it is considered desirable that by-law 14 should be altered to prohibit any sale of meat in the market other than that slaughtered in the slaughter houses of the colony."  
Agreed.

COCKFIGHTS AND CHURCHES.

The Committee appointed to control the work involved in the removal of illegal cockfights and cockfights sent in the following, with a request that it be approved by the Board and advertised in the Gazette and the daily papers:—  
No permission will be granted under the provisions of subsection 1 of section 7 of Ordinance 16 of 1894 for the erection or continuance of mezzanine floors or cockfights in rooms partitioned or divided off into separate compartments unless the following conditions are complied with:—(a) the premises constructed and maintained in a satisfactory sanitary condition; (b) such mezzanine floor or cockfight is situated on the top or ground floor of premises; (c) in the case of top floors such mezzanine floor or cockfight does not extend over more than one-half of the floor area of the room and has a clear space both above and below it of not less than nine feet measured vertically. When the roof has no ceiling or tile the measurement shall be made from the level of the floor up to half the vertical height of the rafters over such mezzanine floor or cockfight; (d) in the case of mezzanine floor or cockfight on ground floor does not comply with the conditions specified in the preceding paragraph, no permission will be granted for their continuance except for storage purposes only and provided that the space so enclosed shall not be included in the calculated area of the cubic capacity of the room available for habitation. It should be noted that under the provisions of subsection 2 of section 8 and by-law 7 under section 13 of this Ordinance the partition walls of every separate compart-

ment must not be of a greater height than eight feet and must leave a space between the top of the partitions and the ceiling or underside of the joists of not less than four feet and that such space must not be closed except with wire netting, iron or brass lattice work, or carved wood-work, arranged in such a way as to leave at least two-thirds of such space open and as far as practicable evenly distributed.  
After slight amendment the recommendations of the Committee were adopted.

MORTALITY STATISTICS.  
For the week ended 17th August the death-rate was 23.5 per 1,000 per annum, as compared with 19.3 during the corresponding week last year.  
For the week ended 24th August the death-rate was 23.5 per 1,000 per annum, as compared with 15.9 during the corresponding week last year.

OUR FRENCH FRIENDS.

The *Estimable* Orient writers of the Kiel festivities in a spiteful, vengeful strain which is most unbecomingly; indeed it is quite pitiable to see a great nation—for France with all her faults is a great and noble nation—descending to such depths of childish petulance just because its great enemy has achieved a great triumph. We have received a friendly remonstrance from one of our French readers, for whom we have a sincere esteem; he protests that when we said "dignity is evidently not a French characteristic" it was needlessly and unjustly offensive. We have no desire to offend our French friends, and we should be very sorry to say anything unjust. But this disposition evinced by the French papers towards the Kiel festivities does call for severe censure, and however highly we respect them in other matters, we have in this matter no feeling but contempt for such a display of paltry spleen. Even if Germany is still to be regarded as the foe of France, there is in France as in England a rule of honour, that praise should be given where praise is due; and it is due in regard to the great work of the Kiel canal as an engineering triumph, be it peaceful or warlike. France recognized so much in sending ships to take part in the inaugural ceremony; but in doing so she showed a disconcertingly ungracious spirit of envy, impatient jealousy that the newspapers have magnified. That is the reason for our criticisms; it is not that we have any feeling of hostility to France at all. If we make fun of our neighbours sometimes, it is nothing serious; but this sullen scolding at Kiel is not fun. The *Estimable* Orient, for instance, in writing of Kiel, begins by reciting the story of 1870, when France came to smash as a military nation; and then, after detailing the miseries and sufferings of that time, the paper goes on to say "twenty-five years after all this, our fine warships manned by our brave sailors have had the crowning grief of dipping their flags before the German eagle, and further broken into pieces of the most lugubrious type. The poetic lament pictures the ghosts of Bayard, Marceau, Jean Bart, Dupleix, Suffren, and Hoche—departed heroes of France, whose names are now borne by French warships—before the port of Kiel, at the winking hour of night, deploring the humiliation of their country in having to exchange civilities with a prosperous enemy. "Oh, my brethren, are we a nation of cowards? What is the people's soul made of, that it forgets so easily, and welcomes a German Caesar as a friend? Alas, alas! And Hoche is a solemn silence dropped a tear." This is the sort of thing that amuses us. We apologise sincerely for being so discourteous as to laugh, but really it is funny. If the American Centenary festivities in 1893, the anniversary of the defeat of British power by the United States, had been treated by British journalists in this heavy-tragedy style, it would have called forth nothing else but shrieks of laughter.

An European employed at the Port Wallut Mines, says *Le Courrier de Saigon*, having been informed of the whereabouts of the *brother-in-law* of Loo-man, the famous thief who holds the Landot family prisoners, immediately started in a sampan, accompanied by several militiamen and armed workmen, in a pursuit which proved successful. When night came, however, he went ashore, leaving his prisoner under guard of his men. Unfortunately the sentinel who held the Landot family prisoners, killed the sentinel with his own hand, and, after bayonetting several of the others, escaped. It is thought probable that Loo-man will be re-captured.

Maxim, the gun-maker, and Dr. Schupphaus, the gunpowder expert, have just invented a new cannon and torpedo powder which will knock all modern war vessels to pieces like eggshells. This big gun (says an American paper) will throw a huge cannon-ball full of explosives ten miles, and when it strikes it will smash into kindlingwood everything within hundreds of feet. In fact, this new terror does not even have to hit a warship to do it. If the ship lands in water near by it will sink the ship and then everybody on board from the force of the explosion. The discovery is called "the Maxim-Schupphaus system of throwing aerial torpedoes from guns by means of a special powder which starts the projectile with a low pressure and increases its velocity by keeping the pressure well up throughout the whole length of the gun." Patents on the system have been taken out in the United States and European countries. The special powder employed is almost pure gun-cotton, compounded with such a small percentage of nitroglycerine as to possess none of the disadvantages of nitroglycerine powder, and preserved from decomposition through a slight admixture of urea. It is perfectly safe to handle, and can be beaten with a heavy hammer on an anvil without exploding.

Preserving the health by too strict a regimen is a wearisome malady.—*Booth-fellows*.  
Live, like the water of the sea, freshens only when it ascends toward heaven.—*Richter*.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

London, August 28, 1895.

GREAT BRITAIN AND FRANCE.

The *Journal des Debats* contends that the British occupation of Mongolia is in absolute disregard to the rights and interests of France.

GREAT BRITAIN, THE PORTS AND ARMENIAN REFORMS.

The Ports has cabled to its Envoys at Paris and St. Petersburg, complaining bitterly of the discourteous attitude taken by Great Britain in the Armenian Reforms, which, it states, is derogatory to the prestige of the Sultan. It appeals to France and Russia to induce Great Britain to modify her attitude. The replies from France and Russia are unfavourable to Turkey.

CORRESPONDENCE.

POST OFFICE EMPLOYEES.

To the Editor of the 'CHINA MAIL.'

Sir,—There is no doubt a great deal of truth in your comment on the danger to the public caused by Post Office employees being in a chronic state of debt, as shown by the records of the small debt court; and, presumably, as appears in court is only an index of much more below the surface. It is unjust to give utterance to sweeping generalities, but there is no injustice in pointing out that many of the Portuguese—I do not say all, but certainly many—are weak and foolish in their personal money matters, and are constantly getting themselves into trouble and danger on that account. I am not saying whether any other nationality is better or worse, so please let us have no outbreak of virtuous indignation over supposed national faults. What I wish to say is that, as the Post Office employees are in a chronic state of debt, it is not only a disgrace to the service, but a special need of honesty, all the clerks should be put beyond temptation by some means or other. High wages alone are not enough to keep men honest; for the most glaring offenders have been the best paid. I will not mention names for fear of reviving old wounds. There is a Singaporean very rigid Service Regulation that no Government official or employee is allowed to lend or borrow money; or rather, that any such transaction is to be held invalid if brought into court, and is to be the cause of dismissal from the service. Thus they cannot indulge in speculations, nor drift into debt—the two great causes of temptation to dishonesty. They are compelled to live within their means, and are barred from devoting to other businesses their time which they engage to give to the service. I believe the same rule should be allowed to hold land or house property or shares, except under careful safeguards and for most legitimate purposes. It makes an immense difference. We never hear of colonial Post Office or Treasury frauds there, nor of chiefs discovering colonies and compounding them, nor of thefts that remain untraced, nor of \$75 a-month men amassing fortunes somehow. I would like to know why this rule cannot be enforced in Hongkong.—Yours,

RAFFLES.

To the Editor of the 'CHINA MAIL.'

Hongkong, Aug. 30.

Sir,—Kindly allow me space in your valuable paper. More Post Office Greenbacks (the latest issue) were sent to me (a private) applying for a loan of \$500. I have never received a reply to this letter. This proves that there is a screw loose somewhere.

Again I addressed a letter to Mr. Paterlin, Bisham, with the amount for a "Committee" for the Melbourne Cup. The first prize, \$27,000, was not sent to me. For this I also blame the Hongkong Post Office. As I reckoned on receiving the \$27,000 through the Post, will you kindly ask the Post Office for the amount or put a big "Q" on the envelope to reimburse me out of the Colony's surplus.—Yours indignantly,

ANOTHER VICTIM.

THE BATHING NUISANCE ON OUR BEACH.

To the Editor of the 'CHINA MAIL.'

Kowloon, 30th August.

Sir,—As a Kowloon Resident I have to protest against the men of the Raffles Barge being permitted to make a bathing ground of the public beach, and to undress and dress there.

Surely the Colony has a law to prevent men from bathing in public places, and the road leading to Hung Hom is as public as the Hongkong beach. Would any man be allowed to undress and dress on the Praya Central in broad daylight? I am sure he would not, and would most likely be charged with indecent behaviour by the Police.

A resident and his wife had to pass along the road last night, and met a few of the men of the Raffles, standing on the road, and before they could get past they were surrounded by the men, and they were taken to the Raffles Barge, and there they were kept until they were released.

If the commanding officer of the 'Raffles' and his wife took a walk on a beautiful beach, and were surrounded by a large number of men, and were taken to the Raffles Barge, and there they were kept until they were released, would it be considered a bathing nuisance?

I hope you will insert this letter.—Yours,

ORDER.

At Mecon, a notorious hadji from West Bengal, has been distributing seditionist writings among Javanese and Sumatran pilgrims. These writings urge nothing more or less than a holy war against unbelievers, that is, against the Dutch in Netherlands India.

An amusing incident occurred in H.B.M. Court at Bangkok a few days ago. His Honor asked Mr. Money, the Court Interpreter, whether certain persons, whose presence had been commanded, were in attendance.

Mr. Money: They are in the safe.  
His Honor (with conversation) In the safe?  
Mr. Money: Yes, and Mr. Carlyle, who is away, has got the key.  
His Honor: What?  
Mr. Money continued to utter "yes" and "no" in answer to the questions put round for answers and pictures. Fortunately Mr. Beckett shortly succeeded in elucidating the fact that Mr. Money was talking of papers—and not of persons.—*Siam Free Press*.

RACIAL PRISON.—The latest in the World of London and times unequalled. See Agents, W. Robinson and Co.

THE IMPORTATION OF OPIUM INTO CHINA.

In the columns of the *Times*, Mr. H. N. Lay has been carrying on an epistolary war with Mr. Alexander, Secretary to the Anti-Opium League. We take the following quotation from Mr. Lay's letter in the last issue to hand:—

Mr. Alexander now admits 'as a fact' that he has never attempted to dispute that opium was referred to in Lord Elgin's negotiations for his treaty. Is that statement true? What then of the reiterated denunciation by Mr. Alexander that 'China had consented to legalize its import only after two cruel and unjust wars had broken her original treaties?' A 'supposition' for Lord Elgin's benefit, and unwarrantably and dishonestly asserts it to be my contention that, in the negotiations at Shanghai, Lord Elgin supposed he was feeling his country from the prospect of forcing the legalization of opium. No supposition of the sort could have been entertained, for the simple reason that he never introduced the subject to the Chinese at all. On his return from Japan he found opium already in the draft tariff, with Chinese authority and approval. In like manner with regard to the Imperial Commission; on their arrival from Peking, the tariff as drafted was submitted to them by their subordinates, and at once received their approval. The question of opium was never once the subject of either conversation or correspondence between them and Lord Elgin. The Resident-Minister's clause formed the sole subject. But, notwithstanding disagreement with a 'supposition' invented by themselves, 'Warrant-opiumists' have the greatest possible regard for Lord Elgin. But legalization was either forced on it, or not. If the fact is, why, then, the desecrating of the gravestones of the anti-opiumists too?

Lord Elgin's remarks as to the surrender under the treaty of their cherished and traditional policy by the Chinese obviously pointed to the residence of foreign representatives at the capital, and access to the interior by foreigners generally. His observations could not be 'equally true,' as Mr. Alexander gaily asserts, of the legalization of opium, because, for one reason, legalization had not then taken place, nor was it even in contemplation. Chinese history tells us, according to Dr. Kuhn, that, in the 14th century, the poppy was found everywhere; that, in the 13th century, opium was introduced into China, was imported by Arabs and Chinese two centuries before British intercourse; it appears in the records of the Ming dynasty, and in the 16th century, the Hong merchants charged with the superintendence of foreign trade it was, in 1722, specially licensed as an article of import paying 2 per cent duty (who coerced the Chinese on that occasion?). 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## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 4th September,  
1895, at Noon, the Company's  
Steamship OLYX, Commandant DUBOIS,  
with MAELS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and  
accepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m., on  
the 3rd September, 1895. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office).

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

C. TOURNAIRE,

Acting Agent.

Hongkong, August 21, 1895. 1556

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

Oldenburg	Monday	Sept. 16.
Karlsruhe	Monday	Oct. 14.
Prinz Heinrich	Monday	Nov. 11.
Frederica	Monday	Dec. 9.
Sachsen	Monday	Jan. 6.
Gera	Monday	Feb. 3.

ON MONDAY, the 16th day of September,  
1895, at 3 p.m., the Company's  
Steamship OLDENBURG, Capt. HEINTZ,  
with MAELS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port as above,  
calling at NAPLES and GENOA.

Shipping Orders will be granted till  
Noon, on Sunday, the 14th September,  
Cargo and Specie will be received on  
board until Noon, on Monday, the 16th  
September, and Parcels will be received  
(at the Agency's Office) until Noon, on Sunday,  
the 15th September. Contents of Packages  
are required. No Parcel Receipts will be  
signed for less than \$2.50, and Parcels  
should not exceed Two Feet Cubic in  
measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
MELOCHERS & Co.,  
Agents.

Hongkong, August 23, 1895. 1565

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed  
to the very cheap rates offered by this  
Line to the Pacific Coast and to the In-  
terior and Eastern Cities of the United  
States and Canada and to Europe.

HONGKONG TO LONDON, \$400.  
Excellent accommodation. First class  
Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$350.  
The Railroad travelling is second to none  
on the American Continent. Magnificent  
Scenery of the Rocky and Cascade Moun-  
tains. The Yellowstone National Park  
route. Passengers to Europe may proceed  
by one of the first class ATLANTIC MAIL  
Lines.

HONGKONG TO TACOMA, \$225.  
Rates of Passage to other Points on ap-  
plication.

Special rates allowed to members of Gov-  
ernment Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

Victoria	13.167	Tuesday	Sept. 17.
Hankow	13.534	Tuesday	Oct. 8.
Tacoma	12.549	Tuesday	Oct. 29.
Victoria	13.167	Tuesday	Nov. 19.

THE Steamship VICTORIA, Captain  
PANTON, sailing at Noon, on TUES-  
DAY, the 17th September, will proceed  
to VICTORIA, B.C., and TACOMA, via  
SEANGHAI, INLAND SEA, KOBÉ and  
YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Points, and to Canadian and  
United States Points.

Consular Invoices of Goods for United  
States Points should be in quadruplicate,  
and one copy must be sent forward by the  
steamer to the care of the Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.  
Parcels must be sent to our Office (with  
address marked in full) by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, August 28, 1895. 1566

## Mails.

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Yokohama)	SATURDAY, Sept. 7, at noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Sept. 17, at noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	TUESDAY, Oct. 8, at noon.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched for  
SAN FRANCISCO, via NAGASAKI,  
KOBÉ, INLAND SEA and YOKOHAMA,  
on SATURDAY, the 7th September, at  
Noon, taking Passengers and Cargo for  
the United States and Europe.

Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and passengers are allowed  
to break their journey at any point en route.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of steamers, and to the  
principal cities of the United States or Canada.  
Rates may be obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of the Overland  
Rail routes from San Francisco, including  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER  
and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS; also the CANADIAN  
PACIFIC RAILWAY on payment  
of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-  
LAND CITIES in the United States have,  
between San Francisco and Chicago, the  
choice of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE and other  
direct connecting Railways, and from Chi-  
cago to destination, the choice of direct  
lines.

Particulars of the various routes can be  
had on application.

Special rates (first class only) are granted  
to Missionaries, members of the Navy,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via  
Overland Railway, to Havana, Trinidad,  
and Panama, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
freight will be received at the Office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of this  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, August 17, 1895. 1526

Occidental & Oriental Steam-  
Ship Company.

PAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama)	SATURDAY, Sept. 28, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)	THURSDAY, Oct. 17, at noon.
Tactic (via Nagasaki, Kobe, Inland Sea and Yokohama)	TUESDAY, Nov. 5, at noon.

THE Steamship BELGICA will be  
despatched for SAN FRANCISCO,  
via NAGASAKI, KOBÉ, INLAND SEA  
and YOKOHAMA, on SATURDAY, the  
28th September, at Noon, connection being  
made at Yokohama with Steamers from  
Shanghai.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the prin-  
cipal cities of the United States or Canada.  
Rates and particulars of the various routes  
may be obtained on application.

Special rates (first class only) are granted  
to Missionaries, members of the Navy,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
allowance does not apply to through fares  
from China and Japan to Europe.

All Parcel Packages should be marked to  
address in full, and must be received at  
the Company's Office until 5 p.m. the  
day previous to sailing.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Passage or  
Freight, apply to the Agency of this  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, August 27, 1895. 1504

## Mails.

## STEAM FOR

STRAITS, OCEAN, AUSTRALIA,  
ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-  
VIA, CONTINENTAL AND AME-  
RICAN PORTS.

THE Steamship BENGAL, Captain  
W. BARRATT, carrying Her Majesty's  
Mails, will be despatched from this direct  
for MARSEILLES and LONDON, on  
THURSDAY, the 12th September, at  
Noon, taking Passengers and Cargo for  
the above Ports.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to  
ALF. WOOLLEY,  
Acting Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, August 29, 1895. 1505

## Shipping.

## Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
Diamond,  
Capt. BARTLEY, will be  
despatched as above on  
TUESDAY, the 10th September.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, August 23, 1895. 1570

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP  
LINE.

CHINA AND JAPAN.

PROPOSED SAILING FROM HONGKONG, 1895.  
(SUBJECT TO ALTERATION).

Mount Lebanon	Saturday	14th Sept.
Altitude	Tuesday	15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

The Steamship  
Mount Lebanon  
will be despatched hence  
on SATURDAY, the 14th September,  
for PORTLAND, OREGON,  
via KOBÉ and YOKOHAMA, on  
SATURDAY, the 14th September.

Consular Invoices of Goods for United  
States Points should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the care of the GENERAL  
FREIGHT AGENT, Oregon Railway and  
Navigation Co., Portland, Oregon.

For further information as to Passage and  
Freight, apply to  
SHEWAN & Co.,  
Agents.

Hongkong, August 21, 1895. 1581

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
Amundsen,  
Capt. MILES, shortly  
expected, will load here  
for the above Port and will have quick  
despatch.

Rate of Freight for Mating 25/ p r ton  
of 40 cubic feet.

For Freight, apply to  
SHEWAN & Co.,  
Agents.

Hongkong, July 30, 1895. 1591

THE CHINA MUTUAL STEAM  
NAVIGATION COMPANY,  
LIMITED.

FOR LONDON, VIA PORTS OF CALL.

The Co.'s Steamship  
Olong,  
R. CONNARD, Commander,  
above on or about the 20th September,  
instead of as previously notified.

For Freight or Passage, apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, August 29, 1895. 1582

SEIRE LINE OF STEAMERS

FOR LONDON, HAMBURG AND  
ANTWERP.

The Steamship  
Carnarvonshire,  
Captain SINCOCK, above  
despatched for the above  
Ports on or about the 22nd September.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, August 23, 1895. 1553

## Sailing Vessels.

FOR SAN FRANCISCO.  
The 100 A.L.I. British Ship  
Lyndhurst,  
MARTIN, Master, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
SHEWAN & Co.,  
Agents.

Hongkong, May 20, 1895. 1510

FOR BALTIMORE.  
The 3/3 A.L.I. Amer. Barque  
Fred. R. Litchfield,  
C.B. CHADBOURNE, Master, will  
load here for the above Port,  
and will have quick despatch.

For Freight, apply to  
MELOCHERS & Co.,  
Agents.

Hongkong, August 3, 1895. 1428

## Shipping.

## Sailing Vessels.

FOR NEW YORK.  
The 3/3 A.L.I. American Ship  
P. N. Blanchard,  
Blanchard, Master, shortly  
expected from Java, will load  
here for the above Port, and will have  
quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Hongkong, July 31, 1895. 1399

FOR NEW YORK.  
The 3/3 A.L.I. Amer. Barque  
Adam W. Spies,  
Fried, Master, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
CARLOWITZ & Co.,  
Hongkong, August 10, 1895. 1472

FOR NEW YORK.  
The 3/3 A.L.I. American Barque  
Geo. S. Homer,  
HOMER, Master, having arrived  
to-day, is now loading here for  
the above Port, and will have quick  
despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Hongkong, July 31, 1895. 1398

FOR NEW YORK.  
The 3/3 A.L.I. American Ship  
Sax Skofield,  
Captain Geo. L. SKOFFIELD,  
shortly expected from Shanghai,  
will load here for the above Port, and  
will have quick despatch.

For Freight, apply to  
SIEMSEN & Co.,  
Hongkong, August 14, 1895. 1506

## Insurance.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne  
A.D. 1714).  
CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £180,000.  
TOTAL INVESTED FUNDS EXCEED £2,619,000.  
TOTAL ANNUAL INCOME, £774,540.

THE Undersigned, having been appointed  
Agent of the above Society in Hong-  
kong, is prepared to issue POLICIES against  
FIRE on the usual terms.

HARRY WICKING,  
Praya Central.

1412

NOTICE.

THE PO ON MARINE INSURANCE &  
GODOWN COMPANY, LIMITED.  
Capital—Eight Hundred Thousand Dollars.

BOARD OF DIRECTORS.  
On Siu Chuen, Esq., of Messrs. Chiu  
Kwong Lan.

On Siu U. Esq., of Messrs. Kung Yuen.  
Lao Chai, Esq., of Messrs. Kung  
Yuen.

Chi Shat Chi, Esq., of Messrs. Chiu Yau  
Lan.

Chi Cheuk Kwan, Esq., of Messrs. Hang  
Kee Hong.

Lo Shat U. Esq., of Messrs. Quan Hing  
Lung.

Chi Shai Man, Esq., of Messrs. Chiu Foo  
Lan.

Chi Keung Wan, Esq., of Messrs. Tung  
Chan Hong.

THIS Company having been duly incor-  
porated will accept RISKS from the  
13th instant, at Current Rates.

HEAD OFFICE: No. 128, Wing Lok Street.  
For further information as to Passage and  
Freight, apply to  
UN LAI CHEUNG,  
Secretary.

Hongkong, August 8, 1895. 1460

GENERAL NOTICE.

THE CHAI ON MARINE INSURANCE  
COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to  
accept MARINE RISKS at Current  
Rates on 60 days' time. Policies granted  
at all parts of the world payable at any of its  
AGENCIES.

CHAN HE-WAN,  
Secretary.

HEAD OFFICE:  
No. 42 BATHMAN STREET WEST.  
Hongkong, August 22, 1895. 1561

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORT-  
GAGEES, &c., interested in  
Houses and property are informed that  
THE COMMERCIAL UNION ASSUR-  
ANCE COMPANY, LIMITED.  
Are prepared to accept risks against LOSS  
or DAMAGE by TYPHOONS, at Moderate  
Rates.

For Particulars, apply to  
WILLIAM MACBEAN,  
Local Manager, HONGKONG BRANCH,  
Connaught House,  
Queen's Road Central.

Hongkong, July 1, 1895. 1212

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894,  
£11,071,018 2s. 2d.

Authorized Capital.....£2,000,000.00  
Subscribed Capital.....£2,700,000.00  
Paid up Capital.....£867,500.00  
Fire Fund.....£2,410,000.00  
Revenue Fire Branch.....£1,646,856.18.7

HAVING been appointed AGENTS of the  
above Company we are prepared to  
accept EUROPEAN AND CHINESE RISKS at  
Current Rates.

SHEWAN & Co.,  
Agents.

13 July, 1895. 1300

A RAMBLE THROUGH SOUTHERN  
FORMOSA:  
By Mr. G. TAYLOR.  
With Woodcuts.  
[Reprinted from the China Review.]  
One of the Best Sketches of Formosa Life  
yet written.  
May be had—Price, 1/- at Messrs. LANE,  
OWEN & Co.'s, and Messrs. KILBY &  
WALSH, LONDON; HONGKONG; also, Mr. N.  
MOORE, AMOY.

## Intimations.

## SPANISH WINES.

THE Undersigned having been appointed  
SOLE AGENTS in Hongkong and  
China for the  
COMPANIA VINICOLA DEL NORTE DE  
ESPAÑA, Bilbao,  
ARVILLA V. CA. Oadiz, and  
SANCHEZ MEDINA, Jerez de la Frontera,  
The Actual Producers of the Purest  
and Finest Wines in the World,  
are now in a position to supply the residents  
of Hongkong and Coast Ports with the  
Genuine Article received direct from Spain,  
and hitherto unobtainable in these parts.  
The following Wines are now in Stock:

RIOJA CLARETE.  
A pure sound Claret of Excellent Aroma;  
infinitely superior to Bordeaux Wines,  
in taste (6 doz. quarts, about), at  
\$27.50, or bottled at \$3 per doz.  
quarts.

JEREZ ORO.  
A Light Dry Sherry of Fine Flavour, at  
\$7 per doz.